
Appendix G

Transportation Assessment

MEMORANDUM

To: Mr. Brian Kearney, Johnson Development Associates, Inc.
From: Lisa Valdez, Senior Transportation Planner
Subject: Woodland Hills Self Storage Transportation Assessment
Date: January 2023
cc: Ronelle Candia, Project Manager, Dudek

Dudek has prepared the following transportation assessment for the proposed Woodland Hills Self Storage Project (Project) within the City of Los Angeles, California. The transportation assessment has been prepared consistent with the City of Los Angeles Department of Transportation (LADOT) Transportation Assessment Guidelines¹; the Los Angeles Mobility Plan 2035²; the Ventura/Cahuenga Boulevard Corridor Specific Plan³ and CEQA requirements per Senate Bill 743 (SB 743). The City of Los Angeles (City) requires CEQA transportation analysis and impacts to be assessed based on vehicle miles traveled (VMT) and non-CEQA analysis and improvements per the City's Site Plan Review approval process, which establishes discretionary authority to review and correct for transportation deficiencies that may result from a development project.

The following Memo describes the proposed Project and study area, presents the proposed Project trip generation, presents a screening analysis based on the City's Transportation Assessment Guidelines, and includes an evaluation of the site access.

As described in detail below, the project is screened from conducting a VMT analysis and operations (LOS) analysis. The Project would generate a negligible increase in traffic once constructed and would have no impact on the surrounding roadways, intersections, or pedestrian and bicycle facilities in the area.

1 Project Description

The Project location and study area are shown as Figure 1 and the Project site plan is shown as Figure 2. The project site is located at 21101 Ventura Boulevard in the City. The site is bordered by Clarendon Street on the north, Alhama Drive on the east, Ventura Boulevard on the south, and the existing Woodland Plaza on the west. The project would consist of one, six-story above grade self-storage building with internal office space, loading areas, and surface parking. The proposed gross floor area is 112,204 SF. The Project would also involve minor improvements to the existing Marriot Hotel on the same site (i.e., reconfiguration of the hotel's pool and parking areas). Access to the self-storage facility is proposed from an existing driveway at the northwest corner of the site on Clarendon Street. An existing driveway at the northeast corner of the site on Clarendon Street is proposed to be removed.

¹ Los Angeles Department of Transportation. 2020. Transportation Assessment Guidelines. July.

² Los Angeles Department of City Planning. 2016. Mobility Plan 2035. June 23.

³ Los Angeles Department of City Planning. 2001. Ventura/Cahuenga Boulevard Corridor Specific Plan. August 18.

2 Existing Transportation Network

The Project site is surrounded by U.S. Highway 101 and Clarendon Street to the north, office and commercial uses to the west, and Alhama Drive to the east (see Figure 1). The project site is within the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan of the City's General Plan. A description of the nearby roads serving the site is provided below.

- **Comerico Way** is a north-south two-lane local street between Avenue San Luis to the south and Clarendon Street to the north. Sidewalks are provided on both sides of the street.
- **Clarendon Street** is an east-west two-lane local road connecting with Comercio Way to the west and Paralta Avenue on the east. Sidewalks are provided on both sides of the street. Access to the site is proposed from an exiting driveway on Clarendon Street.
- **Ventura Boulevard** is an east west designated Boulevard II in the City's Mobility Plan 2035. It is also part of the Ventura/Cahuenga Boulevard Corridor Specific Plan. Sidewalks are provided on both sides of the street.
- **Alhama Drive** is a north-south collector between Clarendon Street to the north and Dumetz Road to the south. Sidewalks are provided on both sides of the street.

Transit service in Woodland Hills is provided by the Los Angeles County Metropolitan Transportation Authority (Metro), which operates Metro Rail, Metro Liner, and Metro Bus systems throughout the region and LADOT Transit. The existing transit routes are presented on Figure 3. The closest routes to the site are Metro Routes 244 and 150, and LADOT Transit Route 423, with service on Ventura Boulevard. Metro Route 244 travels northbound/southbound connecting Woodland Hills, Warner Center, West Hills, Canoga Park and Chatsworth, with service provided weekdays between 4:42 AM and 9:52 PM. Weekend and holiday service is provided between 5:12 AM and 8:52 PM⁴. Metro Route 150 travels eastbound/westbound connecting Encino, Tarzana, Woodland Hills, Warner Center, Canoga Park and Chatsworth, with service provided weekdays between 4:37 AM and 11:35 PM. Weekend and holiday service is provided between 4:41 AM and 11:35 PM.⁵ The nearest bus stop serving the Metro routes are located near the intersection of Ventura Boulevard and Alhama Drive.

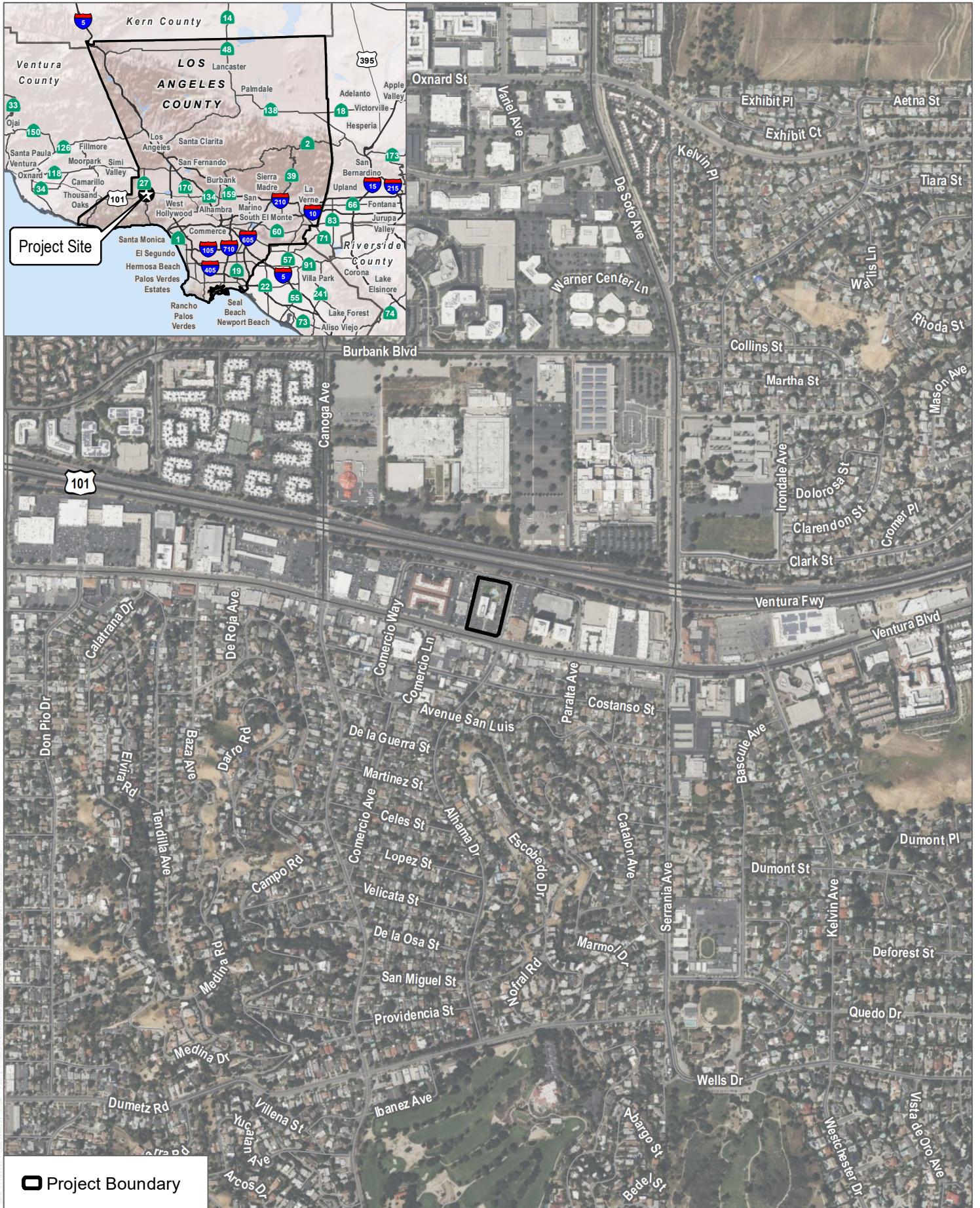
LADOT Commuter Express Route 423 provides express service between Thousand Oaks, Westlake Village, Agoura Hills, Calabasas, Woodland Hills, Encino and Downtown Los Angeles. Route 423 also runs along Ventura Boulevard. However as an express route, stops are limited and the nearest bus stop to the site is located near the intersection of Ventura Boulevard and Topanga Canyon Boulevard, approximately 0.75 miles west of the site.⁶

Sidewalks are provided on all of the surrounding streets and crosswalks are provided at all major intersections. There are no existing bicycle facilities in the vicinity of the site, and none are currently proposed.

⁴ Metro. 2022. [244 Metro Local Line](#)

⁵ Metro. 2022. [150 Metro Local Line](#)

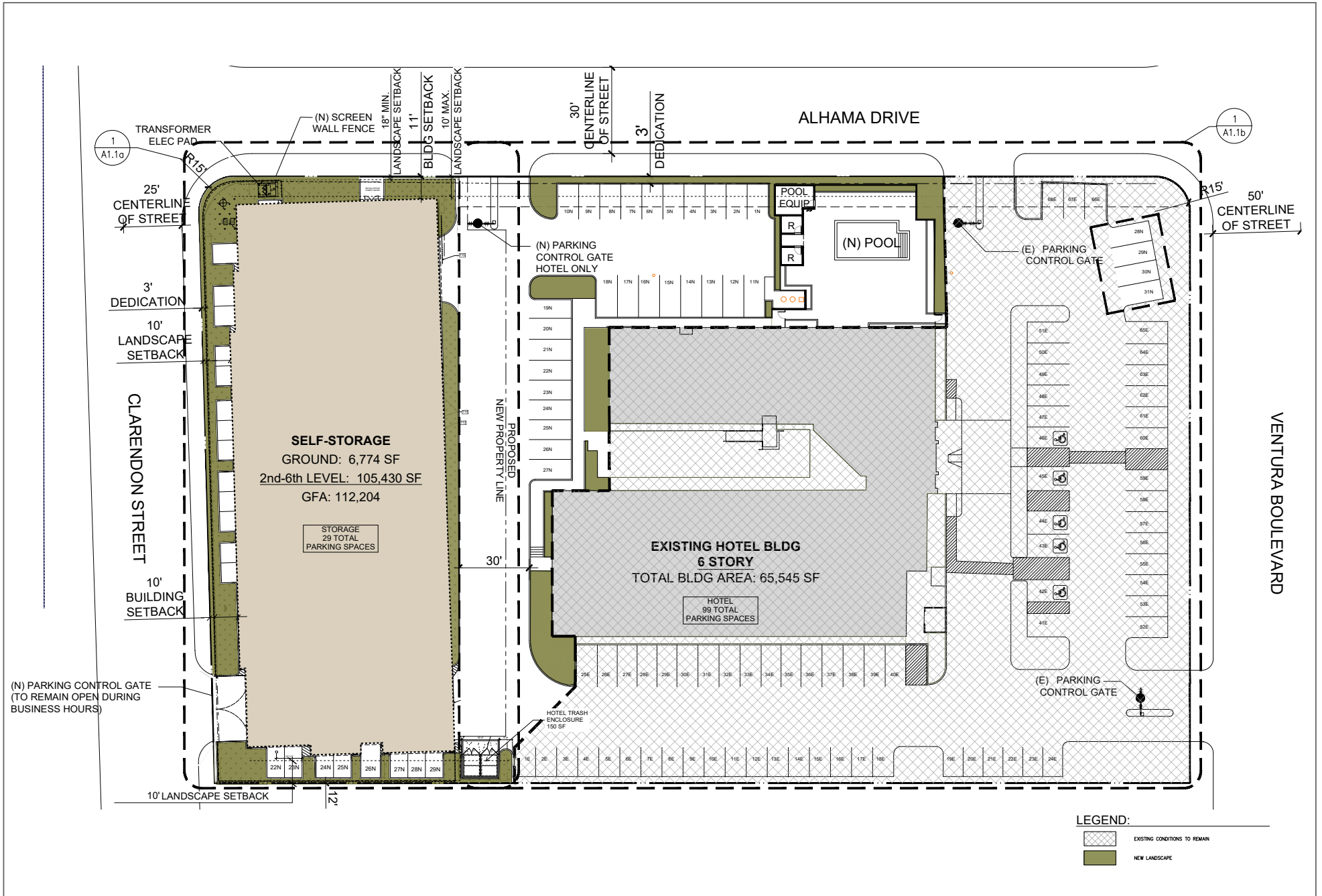
⁶ LADOT. 2022. [Commuter Express 423 | LADOT Transit](#)



SOURCE: Bing Imagery 2021, Open Street Map 2021

FIGURE 1
Project Location
 JDA Woodland Hills





SOURCE: Ware Malcome Engineering, 2023



SOURCE: Bing Imagery 2021, Open Street Map 2021, City of Los Angeles 2021, SCAG 2007

FIGURE 3

Existing Transit Routes

JDA Woodland Hills



3 Project Trip Generation

Trip generation estimates for the proposed project are based on daily and AM and PM peak hour trip generation rates obtained from the Institute of Transportation Engineers (ITE) *Trip Generation Handbook, 11th Edition* (2021). As shown in Table 1 below, the proposed project would generate 163 daily trips, 10 AM peak hour trips and 17 PM peak hour trips.

Table 1. Project Trip Generation

Land Use	ITE Code	Size	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Trip Rates¹									
Mini-warehouse	151	per TSF	1.45	0.05	0.04	0.09	0.07	0.08	0.15
Trip Generation									
Woodland Hills Self-storage	151	112.204 TSF	163	6	4	10	8	9	17

Notes: TSF = thousand square feet

¹ Trip rates from Trip Generation, 11th Edition, Institute of Transportation Engineers, 2021.

4 Transportation Assessment Screening Analysis

The City of Los Angeles Transportation Assessment Guidelines establishes criteria for project review objectives and requirements, provides instructions and sets standards for preparation of a transportation assessment in the City. As described below, the project is screened from conducting a project-specific VMT analysis, as well as a comprehensive transportation assessment.

4.1 Vehicle Miles Traveled Analysis Screening

In August 2019, LADOT published an update to its transportation analysis guidelines, in part, to conform to the requirements of Senate Bill 743 and the updated CEQA guidelines proposed by the Governor’s Office of Planning and Research (OPR). Consequently, the City’s transportation impact thresholds have been updated to be consistent with the VMT impact methodology. Based on the City’s Guidelines, a project may be screened from conducting a detailed project-level VMT assessment if the answer is no to either T-2.1-1 or T-2.1-2 identified below.

- T-2.1-1: Would the land use project generate a net increase of 250 or more daily vehicle trips?
- T-2.1-2: Would the project generate a net increase in daily VMT?

As shown in Table 1, the proposed project would generate 163 daily trips which falls below the City’s threshold of generating a net increase of 250 or more daily vehicle trips. Therefore, the project is screened from conducting a project-specific VMT analysis.

4.2 Transportation Assessment

The preparation of a transportation assessment requires analysis and prediction of impacts or deficiencies to the circulation system and development of feasible measures to offset impacts. Consistent with the VMT threshold above, the City requires a transportation assessment if the project meets the following criteria:

- If the Development Project is estimated to generate a net increase of 250 or more daily vehicle trips and requires discretionary action, a transportation assessment for a Development Project is required.
- If a Transportation Project is likely to either: (1) induce additional vehicle miles traveled by increasing vehicle capacity; or (2) reduce roadway through-lane capacity on a street that exceeds 750 vehicles per hour per lane for at least two (2) consecutive hours in a 24-hour period after the project is completed, a transportation assessment is generally required.
- A transportation assessment is required by City ordinance or regulation.

As noted above, the proposed project's daily trips fall below the City's threshold of 250 or more daily vehicle trips. Therefore, a comprehensive transportation assessment is not required. Additionally, the site is currently occupied by the Marriot Hotel with existing infrastructure still in place. Therefore, no changes to the surrounding road network are anticipated.

5.0 Site Access

Access to the storage facility is proposed from an existing 28-foot-wide driveway on Clarendon Street, at the northwest corner of the site. The existing driveway on Clarendon Street at the northeast corner of the site will be removed. Access to the hotel will continue to be provided from an existing 31-foot-wide driveway on Ventura Boulevard and two driveways on Alhama Drive. The northern driveway is 29-foot-wide, and the southern driveway is 30-foot-wide. Emergency access gates will be provided between the hotel and the self-storage facility at the northwest and northeast end of the hotel property.

Sidewalks are provided on all of the surrounding streets and crosswalks are provided at all major intersections. The nearest transit routes are provided along Ventura Boulevard, with bus stops provided near the corner of Alhama Drive and Ventura Boulevard, immediately east of the site.

The Project would not include site improvements that would extend into the public right-of-way or interfere with existing public transit or pedestrian facilities, or impede the construction of new or the expansion of such facilities in the future. There are no bicycle facilities within the vicinity of the site. The project would also result in a negligible increase in project related trips. There would be no impacts to transit, pedestrian or bicycles access or facilities.